

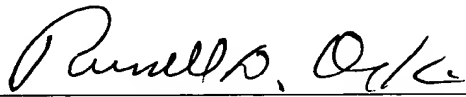
REMARKS

The specification has been amended to conform it to standard United States patent practice. Claims 1-4 have been canceled and rewritten as claims 5-10 in order to eliminate the multiple dependencies and to bring the claims into standard United States practice.

Examination and allowance of claims 5-10 are respectfully requested.

Respectfully submitted,

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## **MARKED-UP AMENDED SPECIFICATION PARAGRAPHS**

### **Page 1, before the first full paragraph**

[TECHNICAL FIELD]

#### **1. Field of the Invention**

### **Page 1, before the second full paragraph**

[BACKGROUND ART]

#### **2. Description of Related Art**

### **Page 1, paragraph bridging pages 1 and 2**

The upper end portions of a pair of stays 105a and 105b which are disposed at a specified interval are connected to substantially the central portion of the aforementioned member main body, and the lower portions of the stays 105a and 105b are connected to the floor part (not shown in the figures) of the aforementioned vehicle. The member main body 101 and the stays 105a and [10b] 105b are connected by welding, with consideration being given to the ease of installation on the vehicle. Furthermore, the pair of stays 105a and 105b are connected to each other at intermediate points by a connecting member 104 in order to provide reinforcement, i.e., in order to prevent twisting during the mounting of the stays on the vehicle, etc.

### **Page 4, first section heading**

[DISCLOSURE OF THE INVENTION] **SUMMARY OF THE INVENTION**

### **Page 4, first paragraph**

In order to achieve the abovementioned object, the present invention is an instrument panel supporting member structure [comprises] including: a main body constituted by a pipe which is arranged in a lateral direction and whose ends are connected to right and left front pillars; a steering bracket positioned on a driver's seat side for supporting a steering column; a bracket connected to a dash panel; and a stay positioned substantially on a central portion and connected to a floor part. The pipe constituting the main body is integrally formed with joining parts by crush-molding, the joining parts being joined to the front pillars.

### **Page 5, section heading**

[BEST MODE FOR CARRYING OUT THE INVENTION]

## **DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS**

### **Page 8, first full paragraph**

Furthermore, a reinforcing member 4 which acts as a beam is connected between a point in the vicinity of the upper end of the stay 5 and a point in the vicinity

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of one of the steering brackets [5] 3 of the member main body 1. As is shown in Figs. 3 and 5, this reinforcing member 4 has a U-shaped or rectangular cross-sectional shape, and both ends of this reinforcing member are respectively welded to the member main body 1 and stay 5 at the points of contact.

**Page 22, Abstract**

**ABSTRACT OF THE DISCLOSURE**

[In an] An instrument panel supporting member structure [in which] has a main member body including a pipe and is mounted on a vehicle. [steering] Steering brackets [3 that] are positioned on the driver's seat side and [that] support the steering column[, a]. A bracket [2 that] is connected to the dash panel[, and a]. A stay [5 that] is positioned substantially on the central portion of the instrument panel supporting member structure and [that] is connected to the floor part[, are disposed on a member main body 1 constituted by a pipe which is mounted on a vehicle, and both]. Both end parts of [which] the pipe are connected to the left and right front pillars of the vehicle[, crush-molding]. Crush-molding is performed on both end portions of the pipe [that constitutes the abovementioned member main body 1], so that joining parts that are joined to the front pillars are molded as integral parts of the member main body. As a result of the joining parts [consisting of the crush-molded parts 1a and 1b thus] being integrally molded, the side brackets can be eliminated; furthermore, the steering supporting rigidity can be ensured.

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